

THE INDEPENDENT.

VOL. XI.

HONOLULU, H. I., TUESDAY, JULY 10, 1900.

No. 1555.

Oceanic Steamship Company. TIME TABLE:

The Fine Passenger Steamers of This Line Will Arrive and Leave This Port as Hereunder.

FROM SAN FRANCISCO:	FOR SAN FRANCISCO:
AUSTRALIA..... JULY 4	AUSTRALIA..... JULY 10
MOANA..... JULY 18	ALAMEDA..... JULY 20
AUSTRALIA..... AUG. 1	AUSTRALIA..... AUG. 14
ALAMEDA..... AUG. 15	MARIPOSA..... AUG. 24
AUSTRALIA..... AUG. 29	AUSTRALIA..... SEPT. 11

In connection with the sailing of the above steamers, the Agents are prepared to issue, to intending passengers, coupon through tickets by any railroad from San Francisco, to all points in the United States, and from New York by any steamship line to all European ports.

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THE PERPLEXING INITIALS.

To the Uninitiated They Are Apt to Be Somewhat Confusing.

"I just arrived in Washington today. In fact, I am a stranger in the capital," he said to a citizen on Pennsylvania avenue.

"Yes?" answered the citizen interrogatively, at the same time putting his hand on his watch chain and conjuring up pictures of piles of gold bricks and wads of the imitation "long green" lying around loose on the asphalt.

"Yes. I never saw such tall buildings before," he continued, with a wave of the hand toward the postoffice and The Star building. "I come down from the mountains," he added explanatorily. "You don't mind my asking you a few questions about something which has worried me mightily?"

"Not a bit of it, my friend. We are only too glad to be of service to strangers. Drive ahead."

"Well, it's these perplexing Virginia rail fence initials. I suppose you people who live here understand 'em, but I'll be goldarned if the stranger within your gates comprehends what they mean. Is it a fair assumption that 'U. S. A.' and 'U. S. N.' mean, or stand for, the United States army and navy respectively?"

"It is."

"Well, does 'U. S. M. C.' stand for United States member of congress or United States metallic carriage?"

"United States marine corps."

"Oh, the marines of ancient equine affiliations and Boston food, eh? Well, well! I just passed two young officers in uniform who had the letters 'U. S. N. R. D. C.' and 'U. S. N. G. D. C.' in gilt letters on their cut off coat collars. I don't dare to even think what those young chaps represent. What is it?"

"Oh, they were officers in the naval reserve and the national guard of the District of Columbia."

"Well, does that wagon there with the letters 'U. S. S. H.' painted on its side belong to the government hospital for sailors?"

"Not much. That floors every new man that comes to town. Those letters stand for the United States Soldiers' home."

"And there is another wagon, Mr. Hanna's private carriage, for it has 'G. O. P.' painted on its sides. They say up my way he is the head and front of the 'grand old party.'"

"Grand old party" nothing," cried the citizen pityingly. "That wagon belongs to the government printing office."

"I suppose 'P. O. D.' means pay on delivery" and 'B. E. and P.' stands for Boston, Egleside and Potomac railroad?"

"Not on your life. Those wagons are attached to the postoffice department and to the bureau of engraving and printing."

"Does 'C. L.' mean that that wagon carries the patients of the commissioner of lunacy around town?"

"We haven't any such official. That combination represents the Congressional library, and the wagon totes books."

"Well, my accommodating friend, I'll floor you now. Coming down Pennsylvania avenue, the one following the other, were two delivery wagons with this text on each respectively: 'U. S. S. D. R.' and 'H. R. D. R.' What sort of a policy play can you make out of those letters?"

"Oh, that's easy—just United States senate document room and house of representatives document room."

"Well, if I hadn't been told I'd said those letters stood for 'United States steamship Daughter Rose' and the other for 'Humble Roger's Daughter Ruth.' Many thanks for your information."

"Don't mention it."—Washington Star.

The Anglo-Saxon.

Professor Goldwin Smith, in a recent issue of the Toronto Sun, makes the following comment on recent expressions of English self-esteem:

"Scarcely less fantastic than the dream of reproducing the Roman Empire is that of a joint domination of Great Britain and the United States over the globe, based on the imperial qualities of Anglo-Saxon blood. How much of the blood, even of the blood of the people in the mother country, is really Anglo-Saxon? The Highlands of Scotland, three-quarters of Ireland, almost the whole of Wales, and the west of England are Celtic. The northeast of England and the Scottish Isles are Scandinavians. There have been infusions of Flemings, of French Protestants, and of Jews. Even of the original population of the United States a part was not Anglo-Saxon, but Dutch, Swedish, or scattering. But during the last sixty years there has been a continual torrent of alien immigration; and the general fact is that the higher races, being restrained by fear of poverty and social pride, multiply less freely than the lower races, which are free from those restraints. We have in Canada over a million of French, and we are pumping into the North-West by our immigration agencies a population as alien as possible to Anglo-Saxon pedigree and ideas. The population of Australia is also mixed; that of the Cape Colony is still more so, to say nothing of the blacks in the West Indies. To all these heterogeneous elements England has given her language, her literature, and much of her laws and institutions. This is a fact of which every Englishman is justly proud; but it is not a sufficient basis for lording it over a subject world."

A Timely Warning.

Minneapolis newspapers announce that the Belgian hare craze, which seems to have taken so firm a hold in that part of the country, promises to result in a row that will involve the whole North-West. In fact, the status of the hare is likely to become a matter of congressional deliberation, for the farmers are organizing and sending out petitions to the congressmen representing Iowa and Minnesota. The petitions cite that Belgian hares are really rabbits, and that aside from their qualities of superior breeding they are identical in habits and fecundity, of doubtful value as a food product, and an undoubted menace to the agricultural interests of any country in which they are introduced. During the past few months hundreds of these hares have been imported into Minnesota from the Pacific Coast, and several Belgian hare farms have been established. The proprietors of these farms assert that the hares are as legitimate an item of industry as are sheep or any other farm stock, and they are organizing to fight the opponents of the hare. They point out that there are hundreds of thousands of these hares in California, but that no reports of damage to crops are ever received from that State. The hare industry is on the increase in Minnesota, and the apprehensiveness of the agricultural population increases correspondingly. The Argonaut called attention months ago to the danger to be apprehended from the hare craze. In this connection it is suggested it may be well to secure information of those responsible for the first importations, should suits for damages ever be instituted.—S. F. Argonaut.

The Fountain is now in working order and Harry Juen is ready to serve first class refreshments to old and new friends. The Fountain is on King street opposite the Railroad Depot.

Wilder's Steamship Co. LIMITED:

Stmr. KINAU,

FREEMAN, Master.

MOLOKAI, MAUI, HAWAII.

Will sail from Honolulu on Tuesday at 12 noon for Kaunakakai, Lahaina, Maalaea Bay, Kihai, Makena, Mahukona, Kawaihae, Lanipahoehoe and Hilo.

Returning, will sail from Hilo on Friday at 10 A. M. for above named ports, arriving at Honolulu on Saturdays.

Passengers and freight will be taken for Makena, Mahukona, Kawaihae, Hilo, Kailua, Honouliuli, Papaikou and Pepeekeo.

Passengers and PACKAGES ONLY will be taken for Kaunakakai, Lahaina, Maalaea Bay, Kihai and Lanipahoehoe.

Stmr. CLAUDINE

MACDONALD, Master.

MAUI.

Will leave Honolulu every Tuesday at 5 P. M., touching at Lahaina, Kahului, Niihau, Hana, Makena and Kipahulu, Maui. Returning, touches at above named ports, arriving at Honolulu Sunday mornings.

Will call at Niihau, Kaupo, once each month.

Stmr. LEHUA,

BENNETT, Master.

MOLOKAI, MAUI, LANAI.

Sails every Monday for Kaunakakai, Ke-malo, Maunaloa, Kalaupapa, Lahaina, Honolulu, Olowalu. Returning arrived Honolulu Saturday mornings.

This Company reserves the right to make changes in the time of departure and arrival of its Steamers without notice and it will not be responsible for any consequences arising therefrom.

Consignees must be at the Landings to receive their freight; this Company will not hold itself responsible for freight after it has been landed.

Live stock received only at owner's risk. The Company will not be responsible for money or valuables of passengers unless placed in the care of the purser.

Passengers are requested to purchase Tickets before embarking. Those failing to do so will be subject to an additional charge of twenty-five per cent.

The Company will not be liable for loss of, nor injury to, nor delay in the delivery of baggage or personal effects, of the passengers or freight of shippers, beyond the amount of \$100.00, unless the value of the same be declared, when received by the company, and an extra charge be made therefor.

All employees of the Company are forbidden to receive freight without delivering a shipping receipt therefor in the form prescribed by the Company and which may be seen by shippers upon application to the pursers of the Company's Steamers. Shippers are notified that if freight is shipped without such receipt, it will be solely at the risk of the shipper.

C. L. WIGHT, President,
S. B. ROSS, Secretary,
CAPT. T. K. CLARKE, Port Supt.

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